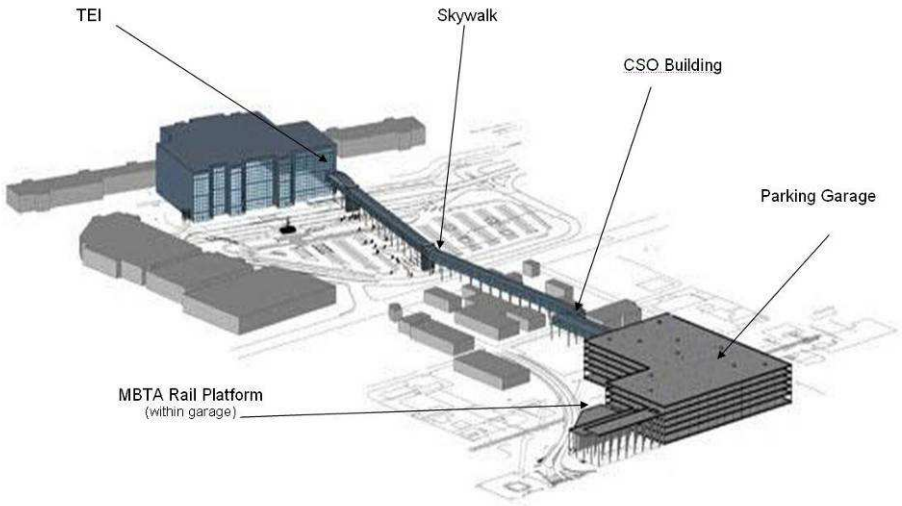

Intermodal Project History

Connecting planes, trains, buses and cars, the highly anticipated Warwick Intermodal Facility is scheduled to open in Fall of 2010. Once completed, the Intermodal Facility will serve MBTA commuter trains traveling between Warwick, Providence and Boston, utilizing Amtrak rails. The Intermodal Facility will also provide service to Wickford Junction. The rail platform is integrated with a consolidated rental car facility that will house all airport rental car operations. The 6 level parking garage will include approximately 1,800 spaces for rental car operators and 800 for rail commuters. This garage will include the first elevated fueling platforms in the country. A 1,200-foot, elevated and enclosed, walkway with moving sidewalks will help connect passengers to and from the airport terminal. Additionally, there will be opportunities for local and intercity bus service connections.

The idea for this innovative project began in the early 90's with RIDOT looking at several possible locations for a train station site along the Northeast corridor. In 1998, when former U.S. Senator Lincoln Chafee was Mayor of Warwick, his father former Senator John Chafee, then a senator himself, supported the vision and secured $25 million for the project through the 1998 Transportation Bill. Combined Federal, state and private sector funds are part of the complex financing toward making this project a reality.

Funds contributing to this $267 million project include FHWA grants, a TIFIA loan, Special Facility Revenue Bonds, Customer Facility Charges and state grants.

The economic impact of Green Airport on Rhode Island is expected to increase greatly when the project comes online. The construction project alone is anticipated to generate a $127 million annual economic impact, including $43 million in wages paid to construction workers. The project will take approximately 530,000 man hours to complete and at peak construction, approximately 300 workers will be onsite.

Intermodal Project Fact Sheet

The project is broken into four major areas of construction- the Terminal End Improvements Enabling Work (TEI); the Skywalk; the Customer Service Operations Building (CSO) and the Garage and Fueling Platform. These components will be built concurrently and then connect at the end of the project, while still maintaining an active airport terminal and surrounding roadways.

Terminal End Improvements

- The TEI begins at the terminal building and connects the existing terminal through vertical circulation to the bridge and Skywalk.
- Terminal modifications were necessary to install vertical transportation such as elevators and escalators.
- The Skybridge, an enclosed, 150-ton bridge spans over the airport's upper level departure roadway and connects the Skywalk to the terminal at the 3rd floor.
- At the terminal entrance, travelers will have the choice of elevators, escalators or stairway to progress to and from the airport terminal.

Skywalk

- The elevated glass-enclosed structure will stand 35 ft. above the ground and span approximately 1,200 ft. from the T.F. Green Airport terminal to the CSO building.
- The elevated structure will consist of moving walkways and also accommodate electric carts and foot traffic.

Customer Service Operations Building

- A two-floor building that will join to the parking garage by means of a connector bridge.
- The 1st floor will accommodate communications equipment, security offices, electrical and mechanical rooms, storage rooms and janitor's equipment for the building.
- The 2nd floor will contain the Rental Car Operations area consisting of operations counters, nine (9) rental car offices, a public access concourse and restrooms.
- The 2nd floor CSO concourse will function as a way for commuters using the train to access the airport terminal. The CSO connects directly to the airport terminal via the skywalk.

Garage and Fueling Platform

- A six-level structure containing 3,400 pieces of pre-cast concrete will contain 1,800 parking spaces for rental cars and 800 spaces for commuters.
- Quick-Turn-Around (QTA) facilities will be located on the 3rd, 4th, and 5th floors and contain fueling platforms, vacuuming facilities, car wash bays and operation offices at each level.
- Bus pulloffs will serve Rhode Island Public Transit Authority (RIPTA) buses.
- Short term parking for commuter pick-up and drop-off and "Kiss and Ride" will be located on the 1st, 2nd and a portion of the 3rd floors.

Green Efforts

The project incorporates many "Green" and energy conservation measures including:

- Use of sun shades to reduce solar glare in the summer and maximize gain in winter.
- Utilization of recycled construction materials, including steel, aluminum and fly ash in concrete.
- Use of regionally manufactured materials such as the pieces of pre-cast concrete for the garage.
- Energy-efficient elevators and moving sidewalks.
- High-efficiency, non-condensing boilers.
- Energy-efficient lighting systems and lighting-control systems utilizing photocells, occupancy sensors and time switches.
- Water-conserving toilets, urinals and lavatory faucets.

Project Partners

Rhode Island Airport Corporation (RIAC)
Rhode Island Department of Transportation (RIDOT)
Federal Highway Administration (FHWA)

Project Manager

PB Americas

Construction Manager

Gilbane Building Company

Designer of Record

Jacobs Engineering Group (JEG)

Rental Car Consortium

Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, Thrifty, U Save

Project Manager for Rental Car Operators

CB Richard Ellis